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CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]

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INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone) DATE DISTR. 13 July 1951
 SUBJECT Organization and Responsibilities of 25X1A
 Abt. 3 (Vehicles) of HA II of the Büro für
 Wirtschaftsfragen beim Ministerpräsidenten (BfW) NO. OF PAGES 2 [REDACTED]

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 25X1A SUPPLEMENT TO REPORT NO. [REDACTED]

1. Abteilung 3 (Vehicles) of Hauptabteilung II of the Büro für Wirtschaftsfragen beim Ministerpräsidenten is composed as follows:

Referat A: (1) Development of cross-country light, middle, and heavy personnel-carrying vehicles, including specially constructed and instrument-carrying vehicles for artillery, signals, engineer, airforce, and naval police units.

(2) The development of motorcycles with and without sidecars for special purposes.

(3) The development of special accessories for personnel carriers and motorcycles (night operation instruments, crash helmets, winter duties etc.).

Referat B: (1) Traction vehicles for heavy instruments of all types.

(2) The development of cross country load carriers of all types, in particular 3-axle trucks, tractors, half- and full track vehicles.

(3) The development from these vehicles of specially-constructed transport for personnel and heavy loads.

Referat C: (1) The development of special transport (Sonderkraftfahrzeuge) including trailers for:

(a) medical corps (mobile field hospitals, X-Ray and dental stations, ambulances)

(b) Engineer Corps (pontoon - bridge construction)

(c) Artillery (gun-trailers, range finders, sound detectors, searchlights, etc., excluding weapons).

(d) Infantry (troop carriers, anti-tank guns, mortars).

(e) Signals (radio, radio-telephones etc.,).

(f) Police (accident trucks, "Black Marias", fire brigade trucks etc.).

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Referat D: (1) Repair shops (static and mobile).
 (2) Developing and equipping of workshops, static and mobile, for:
 (a) Armored force vehicles
 (b) Weapons and instruments
 (c) Motor Transport
 (d) Signals
 (e) Engineers
 (f) Air Force
 (g) Shipyards
 (3) The development of vehicle break-down organization (deep loader (Tieflader), salvage equipment, loading ramps, etc.).
 (4) Development of the electrical organization (dynamos, charging sets, accumulator charging stations, static and mobile).

Referat E: (1) Stationary installations, including boats.
 (2) Machine installations for inland boats (canal-protection police).
 (3) Machine installations for high-seas boats (HV See).
 (4) Development of emergency current installations.
 (5) Development of accident prevention installations.

Referat F: (1) Accessories Industry.
 (2) Development of mobile and static tank installations.
 (3) Development of special equipment for motor transport for all types of weapons.

Referat G: (1) Secret and open registry.
 (2) Registration of all in-coming and out-going mail.
 (3) Execution of all matters concerning secret and top secret mail.*

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Comment: Only the development problems for special motor transport, instruments, and equipment have been considered so far. If, following on the further development of the office, it becomes necessary for the office to supply the whole of the usual material required in the course of normal duties, the proposed staff would naturally be insufficient. The following large-scale commitments would then have to be considered:

- (a) Fuel and grease, including special fuels.
- (b) Spare parts.
- (c) Production of machine tools, tools, and equipment.
- (d) Production of all accessories.
- (e) Production of expendable material.
- (f) Production of tires.
- (g) Organization for testing on acceptance and for inspections and reviews.

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|----------------|----------------------------------------------------------------------------------------------|----------------------------------|------------------|
| COUNTRY | Germany (Russian Zone) | DATE DISTR. | 13 July 1951 |
| SUBJECT | Büro für Wirtschaftsfragen beim Ministerpräsidenten (BfW): Vehicle Requirements Developments | NO. OF PAGES | 3 |
| PLACE ACQUIRED | [REDACTED] 25X1A | NO. OF ENCL'S. (LISTED BELOW) | [REDACTED] 25X1A |
| DATE OF INFO. | [REDACTED] 25X1X | SUPPLEMENT TO REPORT NO. | [REDACTED] |

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1. As a result of discussions in March 1951 between officers of the Büro für Wirtschaftsfragen and two officials of the Ifa Werk Horch in Zwickau the following decisions were taken with regard to the specifications of the medium PKW type 901:
 - a. The medium PKW type 901 (in the former Wehrmacht called Kfz 15) will in future be known as "Horch H1".
 - b. The Horch H1 will be about 400 mms shorter than the former type 901; the central supporting axle is omitted.
 - c. The spare wheel will be carried on top of the rear luggage boot.
 - d. There will be easier entry and exit.
 - e. The wings will have removable leather covers.
 - f. The tank will contain 110 liters, while the second tank in the middle will be omitted because of shortening of the base.
 - g. Spare parts for the steering mechanism will present no difficulties (formerly this gear was produced in the Zahnradfabrik, Friedrichshafen/Bodensee), because the DDR now makes its own steering mechanism in Zahnradfabrik, Triptiz/Thüringen. Spare parts for the gears (also previously produced in the Zahnradfabrik, Friedrichshafen/Bodensee) will also present no difficulties for the same reason.
 - i. The tires, size 180 x 18, which have never been produced in the DDR will be replaced by tires size 750 x 20, despite the fact that these latter have no cross-country treads.
 - j. Towing hooks will be added both in front and behind.
 - k. The engine will be about 82 Continental horse-power.
2. During the March discussions, factory leaders were advised to deal in future only with officials of the Büro für Wirtschaftsfragen so far as the "H1" was concerned,

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and only to accept instructions in writing from members of that Büro. Furthermore, such instructions must be signed either by the Leiter Willi Stopf or the Hauptabteilungsleiter Raeschler.

3. The first prototype vehicle "H1" will be ready for inspection by the BfW on 22 March 1951. On the same date a certified account for the cost of the preparation of the vehicle and an estimate for the preparation of a total of 30 similar vehicles will be submitted to the BfW. For the preparation of more vehicles a great number of the parts are available, such as engines, complete rear axles, and gear boxes. However, other parts are in very short supply, or are lacking, such as chassis, front axles, brake levers, electrical parts such as self-starter dynamos etc.
4. In connection with the question of the manufacture of a cross-country truck, Horch officials have asserted that the available 2-axle Horch "H3" is not suitable for conversion into a 3-axle vehicle because of the shortness of the wheel base, and, furthermore, the 80 h.p. engine is not sufficiently strong for the job.
5. With regard to the construction of a tractor, the attempts of the Horch Werksleitung to recover the old parts of the former tractor (Sonder Kfz II), which had been handed over to the firm of "Eisen-König" at Zwickau for scrap, in accordance with a decision of the Kontrollrat, were unsuccessful since the spare parts had already been smelted down. The machine tool for producing the special springs for this vehicle had already been scrapped at the same time, and could not be recovered for the same reason. However, in Schönebeck an der Elbe (at the former Famo-Werke) there was in production a full-track vehicle powered by a Horch 120 horse-power motor. This full track vehicle was to have been in production under the name of Type KS 120 (that is Kettenschlepper 120 h.p.). Apparently, however, the work was stopped because of lack of capital.
6. It is intended to use the Horch H6 as a bowser because of its traction power. The Horch H3, a bowser built for "Minol", taking into account the actual tank construction, would scarcely be able to deal as a bowser with more than 2,000 liters, which is not enough. As a power cabin in its present form it is not suitable for police purposes. The firm "Dromos" delivers the chassis for the bowser trailer.
7. Since completion of the first prototype of the "Prestige Car" (Repräsentations Wagen Type 120S), nothing more has been done with it by Horch, since the necessary capital is lacking. In all outward appearances the car resembles the "Buick", but it has its own peculiar features. To get the car into full production there is still a lot of development work needed and further capital must be provided. 500,000 DM (Ost) have been spent on it up to March 1951.
8. In the spring of 1951 officers of the BfW discussed the following matters with officials of Ifa Zentrale, Chemnitz:
 - a. the development of a small cross-country car Type DKW F8 or F9, but with two engines;
 - b. the development of a 3-axle truck;
 - c. The development of tractor KS 120 (full-track).
9. The Ifa Body Work Factory at Radeberg/Dresden in March 1951 was working on two commissions concerning special vehicles. One was an order from the HVdVP for the special preparation of a light body for VP purposes on the chassis of the DKW F9. Originally the order had been for 50 vehicles, but this had later to be reduced to 10. The other was an order from the HVA for two workshop trailers. The HVdVP was to receive the first car on 30 March, 1951. No exact date has been set for the completion of the workshop trailers. 60 kgms. of zinc is required for the roofing and the firm officials have no idea where or how to obtain this quantity of metal.
10. During an inspection of the Radeberg plant in March the PKW/DKW F9 (Flitzer), did not meet requirements of the BfW. In its construction more regard had been paid to beauty of line than to practical requirements and cheapness in construction. The ground clearance was very small, and in particular the brake handle went down very far below floor level. The problem of folding down the windscreens had not yet been solved. The final decision on the workshop trailer was withheld because of its state of incompleteness.

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11. It has been decided that each of the following offices must be informed when development instructions are given:

- a. The Ministry of Heavy Industry, Motor Transport Construction Department, for the purpose of naming the factory to produce the goods which, within the framework of the 5-year plan, is capable of taking over the order.
- b. Hauptabteilung Materialversorgung, for the purpose of providing the material.
- c. The Büro für Wirtschaftsfragen, which must be responsible for:
 - (1) the drawing up of the orders;
 - (2) control of the essential dates in the order and supervision of the constructional and technical side;
 - (3) the receipt of the completed article in conjunction with the consumer;
 - (4) the financial accounting for the order.

Goods are to be received by a representative of the consumer in the presence of a representative of the Büro für Wirtschaftsfragen.

12. In mid March the BfW had not yet worked out the following questions:

- a. How far shall the Büro für Wirtschaftsfragen concern itself in the provision of scarce material?
 - (1) With whom in the Government ought it to deal in this respect?
 - (2) Who should deal with such questions from the side of the Büro für Wirtschaftsfragen?
- b. Must the SCC be consulted in questions concerning development problems.

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COUNTRY Germany (Russian Zone) DATE DISTR. 13 July 1951
 SUBJECT Büro für Wirtschaftsfragen beim Minister- NO. OF PAGES 3
 präsidenten (BfW): HVA Vehicle Requirements
 PLACE 25X1A NO. OF ENCLS.
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The following are the specifications for six types of vehicles required by the HVA as of 9 March 1951. Ifa of Chemnitz will be able to furnish the cross-country vehicles described in paras. 1 and 2, but not the four other vehicles described.

1. Light Cross-country PKW:a. Purpose:

Transport for four persons and light equipment over roads and cross-country.

b. Technical Requirements:

30 - 35 Continental horse-power, engine capacity 1200-1500 ccs, maximum speed 75-80 km per hour, 4-wheel drive, clearance 230-250 mm, capable of cross-country work, weight 380-400 kgs, economical consumption, range 400 km. Robust, simply constructed to facilitate elimination of faults, easy assembly and stripping, easily comprehensible in service and supply, simple gears, easy to work in winter.

c. Construction:

Plain, simple form, less value on beauty of line than on general purpose worth, open, with folding all-weather top, easy entry and exit, folding windscreen, generous luggage space capable of taking special equipment, reserve gasoline and spare tire, tools, fire extinguisher, jack and snow-chains. Supply of spare parts must be ensured.

2. Medium cross-country PKW:a. Purpose:

Carrying of four or five persons and at the same time capable of towing a load of up to one ton. Reliable for roads and cross-country.

b. Technical Requirements:

About 80 Continental horse-power, capacity 3000-4000 ccs, road speed 80-90 km per hour maximum, 4-wheel drive, clearance 250-300 mm, "Bauchfreiheit" about 200 mm., small overhang before and behind, good climbing facilities,

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easily capable of cross-country work, weight about 600 kgs, range 400-500 kms. Robust, simply constructed to facilitate elimination of faults, easy assembly and stripping, easily comprehensible in service and supply at all times of the year. Construction as in para 1 above, but in addition strong towing hook in the rear for attachment of loaded trailer:

3. Medium cross-country LKW:a. Purpose:

Truck for carrying persons and loads up to approximately 5 tons. At the same time means of towing an attached load of from 5-6 tons. For use on roads as well as on fairly difficult ground cross-country.

b. Technical Requirements:

100-120 Continental horse-power, capacity 8-10,000 ccs, speed on roads about 60 km per hour, 3 axles with at least two driving axles. The drive on to the rear axle in tandem. For the lessening of the specific ground pressure, the back axle to be double-tired. Both back axles to be capable of carrying cross-country tracks, the two rear axles to be capable of closing in together, ground clearance about 300 mms, "Bauchfreiheit" about 200 mms., if possible, cable winch on the rear

- (1) in case of getting stuck to be able to extract itself,
- (2) to extract other vehicles,
- (3) for pulling off loads.

Cross-country gear box, small overhang before and behind, range 200 km, robust construction with easy access for assembly and stripping, easy serviceability summer and winter. Where required seating to be in form of plain benches (removable seats and backs) or fixed but collapsible seats in the form of boxes with special compartments for equipment.

4. Towing Vehicle - mediuma. Purpose:

A towing medium for heavy loads from 8-10 tons and at the same time capable of carrying personnel or loads up to 8 tons. Must be capable of travelling on roads as well as on difficult ground across country.

b. Technical requirements:

A full or half-track vehicle, quick rotating steel tracks with rubber pads, top speed on level roads 40-50 km per hour, good springing of the bogie wheels, engine about 120 Continental horse-power, the sprocket and bogie wheels to be fitted with solid rubber tires. Cross-country gear box, steering box drive and steering brakes, clearance 300 mms, range 300 km. A robust vehicle with easy assembly and stripping of all parts, lockable tracks (Verschliessfesteketten) easily removed, easy steering on cross-country work.

5. Motorcycles:

Medium motorcycles with side-car:

a. Purpose:

Means of transport for carrying three persons and light equipment on roads and cross-country.

b. Technical Requirements:

Capacity 500 ccs, strong stable frame capable of taking rough use and bumps on cross-country runs without damage, range 3-400 km, good springing, strong, open side-car.

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6. Mobile Generator:

a. Purpose:

Two-axle trailer for generating light and power current for

- (1) servicing a mobile workshop,
- (2) providing stronger source of light,
- (3) acting as a source for an accumulator charging station,
- (4) servicing a field telephone exchange.

b. Technical Requirements:

Driven by an internal combustion engine which is suitable for running in a stationary position and providing strong current.

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